

AMERICAN ENGINEERS PERFORM A WONDERFUL WORK AT FRENCH PORT

(By Associated Press.)

A PORT IN FRANCE, Feb. 23.—A little more than six months have elapsed since the first division of American troops landed to go into training for their fight with the Germans.

The docks have been and are being enlarged, storage warehouses have been and are being built, the harbor has been dredged out to accommodate more and larger ships, and the railroad facilities have been nearly doubled and are being increased day by day.

The enlargement of the port has created a somewhat anomalous situation. For whereas up to about the end of last year troops landed more regularly and quickly than supplies, so that it was sometimes feared it would be necessary to draw temporarily on the French for their support, the base is now in the position of being able to handle more tonnage than is at present coming to it, either in the form of supply or troop ships.

The capacity of the port would, however, be almost reached with the completion of the docks and storehouses now under construction if it were not for far-reaching engineering plans that are under way.

The American authorities early foresaw that even comprehensive dock enlargements would inevitably result in congestion and confusion if some outlet were not arranged for the increasing supplies expected to arrive when they are needed, and which even increased storage space could not be expected to accommodate. The problem resolved itself into one of transportation.

Therefore, while the railroad tracks at the port itself are vastly more numerous than they were six months ago, the American engineers

have conceived a plan whereby a vast tract of land three or four miles back of the port has been taken over, and is being developed coincidentally with the port itself.

On either side of a huge basin into which ships can if necessary be towed and unloaded, dozens of parallel spur tracks are being laid. They will serve a dual purpose, for cars either can be filled from barges and vessels brought into the basin, or cars loaded at the port itself can quickly and easily be hauled to the spurs and there made up into trains.

The Americans already have taken over on lease from the French certain lines of railroad which will be fed from the yards of the port and of its complementary station in the rear. They are increasing constantly the efficiency and capacity of the port itself by helping the French to economize in dock and transportation space.

The American plan which envisages caring for vastly more volume than the port would normally accommodate, even with the enlargement of docks and storehouses, is not original with them, but is more or less a copy of what the English have done at another port, where they have increased the daily output of merchandise from about 200 cars or less to more than 700. This they have been able to do by laying out huge yards to the rear of the actual port to avoid congestion and to facilitate making up trains.

The steady development of the American port has made it necessary to rearrange the manner in which the work is done. Last July a comparatively small branch of the quartermaster's department was amply able to superintend and manage the unloading and distribution of supplies. Today the work has grown

so that it has had to be entrusted to a railway transportation department that is growing in size every week and which now merely turns over to the quartermaster, as it does to the engineering, the aviation and all the other departments such material as belongs to each.

To keep pace with the increasing volume of supplies that arrive, a huge force of workmen has been found necessary. Two regiments of colored soldiers, numbering three thousand men and most of them husky stevedores and longshoremen from New York and southern ports in times of peace, now do the bulk of the unloading from the ships and the reloading of the trains.

A not inconsiderable force of German prisoners of war, with whom the negroes especially seem to enjoy fraternizing, are at work about the docks from early morning until evening. Every able-bodied male citizen of the port, and many not so able-bodied, in addition to all the women who care to work, have found employment and, of course, at wages that were hitherto unknown. The city may be said to be in the heyday of its prosperity.

The somewhat chaotic conditions that naturally prevailed when thousands upon thousands of newcomers flooded into the city from the boats in late June have subsided. Those stationed permanently in the port have gradually settled down, in the few hotels and in many private families. The officers have established messes for themselves at which they can avail themselves of American food, and the men who are not quartered in the town itself live at the original camp, where General Sibert and his first division stayed until it was time to go to the training camp behind the front.

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VIEW OF SUPERINTENDENT SYMMES ON THE DOLLAR SILVER OUTLOOK

Superintendent Symmes left on last evening's train for Carson to consult with Governor Boyle on the advisability of their returning to Washington to renew their labors on a dollar-per-ounce for silver. A Budget representative interviewed the gentleman for a few minutes before his departure and gleaned the following account of their previous visit to Washington:

"On November 22, 1917, it was stated by an under secretary in the house of commons that Great Britain was negotiating with the United States for our entire output of silver.

"In Washington Governor Boyle and I were told that no such negotiations were known there. The representatives of the treasury department agreed with us that \$1 per ounce was a fair price for silver, and it was agreed that a bill would be introduced in congress by Senator Pittman under which the United States would take all the silver offered at \$1 per ounce. The demand for silver is admittedly far in excess of any possible production. Since our return here there seems to be some hitch in the proceedings.

"The American silver producers are at present in a very remarkable situation. Silver is not allowed to pass freely as a money metal, although it is a money metal for a large part of the population of the globe. It is claimed that it is a mere commodity, and should be treated as such, but it is not allowed to be freely traded in as a commodity.

"Practically all the silver of the world is produced by Americans, since the principal mines of Canada and Mexico are owned in the United

States. The British empire is the principal consumer of silver, using it either for export to India or in settling trade balances through the British banks in the Orient. It is to the interest of Britain to purchase silver at as low a price as possible—and she does it. The price is fixed in London by four brokers operating under ancient crown patents. No one else there can deal in silver. These brokers agree upon a price for the day and at which all transactions for that day are made.

"It is quite possible that Governor Boyle and I will return to Washington. In my opinion the American silver producers will never get a fair price until the United States frees itself from London and establishes an American policy in regard to silver. When we left Washington we thought that this had been accomplished, but apparently it will be wise for us to return there and do some more missionary work."—Virginia City Budget.

WHY BURDEN PEOPLE WITH EXTRA SESSION?

There seems to be persistent talk of the governor calling an extra session of the legislature, which would cost some \$20,000. Some say an extra session is necessary so a law may be passed permitting the soldiers to vote, but it is more likely that additional funds are needed to pay fat salaries to the members of numerous commissions, and commissions to investigate and oversee the rest of the commissions. It is high time the emergency brake were applied and state expenditures cut down.

The question of whether or not

WARNS AGAINST CONGEALING OILS

"It takes a motor fifteen to thirty minutes to warm up properly after standing during cold weather," said Mr. G. M. Rose of the Standard Oil company yesterday.

"With the oil in the crankcase too thick or sluggish from the cold to splash properly, what must be the effect on cylinders and bearings during the half-hour or so required for the oil to regain its proper fluidity? Excessive wear, with grave danger of serious damage to the motor, to say nothing of the drain on the batteries in trying to get started.

"To avoid this danger and annoyance, motorists should use a good oil refined from asphalt base crude. Such oil has a natural zero cold test because there is no paraffin present to congeal at low temperature. An oil from an asphalt base crude flows freely down to zero."

TWELVE DISLOYAL MEN MADE KISS THE FLAG

(By Associated Press.)

NOKAMIS, Ill., Feb. 23.—Twelve men suspected of disloyalty were forced to kiss the flag last night by men visiting their homes. In another part of town a farewell demonstration was being given for twelve drafted men who left for the cantonment.

Advertise in the Bonanza.

the present election laws of Nevada are broad enough to give the soldiers from this state the right to vote will be put up to the state supreme court as soon as Attorney General Thatcher can prepare the papers in a mandamus proceeding.—Churchill County Eagle.

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WHERE GERMANY MADE ITS FATAL MISTAKE IS JUDGMENT OF AMERICA

(By Associated Press.)

CHICAGO, Feb. 23.—Germany made a vital mistake when she thought American arms would be ineffective because American business men would not support the war, Waddill Satchings of New York, chairman of the war service committee of the United States Chamber of Commerce, told members of the National Security league at the session of the National Service congress.

"Business men are giving their full support by deed as well as by word," he said. "They have supported the government in levying high taxes—the income tax, the graduated excess profits tax and the numerous excise taxes. They have seen the need of price control and have given their united support of it.

"The sons of business men are at the front; the fathers seek opportunity of also serving their country. If the material resources and industrial energy of the country are to be used to the extent necessary to give our soldiers what they need, our trained men of great affairs must be called upon to assist in formulating the great program and in reaching the great decisions."

DEMOBILIZATION PLAN CAUSE OF SQUABBLE

(By Associated Press.)

AMSTERDAM, Feb. 23.—The German and Austrian trade unions are engaged in a squabble over demobilization programs. According to the Austrian labor paper, Der Kampf, both are agreed that, after peace is concluded, no worker should be kept in the army longer than is absolutely necessary on military grounds, but in regard to the exact process of demobilization they differ. The Austrian unions demand discharges according to age, while the German unions insist that the first consideration should be given to particular callings and groups of workmen, the motive being to bring about the economic revival as soon as possible.

FATAL DISEASE IS DECIMATING A RACE

(By Associated Press.)

ATHENS, Feb. 23.—The people of the little Greek island of Paxos are reported to be rapidly dying off from hydroemia, a fatal disease caused by malnutrition.

Before the war Paxos, with 5,000 inhabitants, was a prosperous oil-producing community. Now it is completely cut off, because its own ships no longer sail and nobody calls with supplies.

It is believed several other outlying districts of Greece are in the same state.

DEATH OF FRANK MAGUIRE.

Frank Maguire died at Brooklyn, N. Y., February 20. A telegram to this effect was received from his brother in San Francisco. Maguire left Tonopah about two months ago. He is the man who was lost last fall and for whom an extended search was made.

Application No. 4872. Notice of Application for Permission to appropriate the Public Waters of the State of Nevada.

Notice is hereby given that on the 28th day of January, 1918, in accordance with Section 59, Chapter 140, of the Statutes of 1915, J. F. Foremaster and E. R. Gregory, of Alamo, County of Lincoln, and State of Nevada, made application to the State Engineer of Nevada for permission to appropriate the public waters of the State of Nevada. Such appropriation is to be made from Triangle No. 2 (Spring or Well), at a point approximately in SE 1/4 Sec. 18, T. 3 N., R. 60 E., M. D. B. & M., unsurveyed land, by means of open cut, and one-tenth cubic foot per second is to be conveyed to SE 1/4 Sec. 18, T. 3 N., R. 60 E., M. D. B. & M., unsurveyed land, by means of pipes and tanks, and there used for stock watering and domestic purposes. Water not to be returned to stream.

(Signed) SEYMOUR CASE, State Engineer.

Date of first publication, Feb. 9, 1918. Date of last publication Mar. 9, 1918.

Mr. Catchings' address was made before 3000 persons assembled from every part of the country to participate in the three days of meetings. His address followed that of Chief Justice John Winslow of the Wisconsin supreme court, who discussed the overthrow of international law and what it means to the world. Judge Winslow specified thirteen different violations of international law by the Germans, dwelling particularly on the invasion of Belgium, what he termed a two-fold violation because it abrogated treaties as well as Belgium's neutrality.

Ray Lyman Wilbur, president of Leland Stanford university, decried the discussion of dollars when human blood is being spent.

"When Dr. Garfield issued his order which urged the necessity of closing down industries to release ships carrying food to our soldiers over the sea, there was an immediate protest that it would cost business a large sum. Greed has begotten greed. The question is now, are we going to live on the blood of our boys because we are thinking of our dollars?"

WHAT'S WHAT

Vol. I. Tonopah, Feb. 23, No. 11.

(By L. L. Mughett.)

Kaiser Bill
Went over the hill
To get the Russian bear;
But the Sammie boys
Will kill his joys
When they start their western tear.

Kaiser Bill
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For a free people to take;
So we'll twist his snout
And throw him out
Just for freedom's sake.
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MADE HONORARY MEMBER.
(By Associated Press.)
PARIS, Feb. 23.—The French Academy of Fine Arts has elected the queen of Rumania to honorary membership as an artist and patroness of the arts.
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